
Sent: 19/12/2019 1:56:43 PM
Subject: Online Submission

19/12/2019

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RE: DA2019/1340 - 100 / 0 Meatworks Avenue OXFORD FALLS NSW 2100

I wish to lodge an objection to DA2019/1340 for the proposed development at 100/0 Meatworks Avenue, Oxford Falls Road, Oxford Falls 2100.

I object in my capacity as the father of 3 children who attend Oxford Falls Grammar School at 1078 Oxford Falls Road. I am also a homeowner and rate-payer within the Northern Beaches Council area.

I object primarily on the grounds of the significant adverse congestion and public safety impacts of the traffic movements of the proposed development on the school and the surrounding area.

My objection is based on my analysis of the following reports:-

DA2019/1340 - Report - Construction Traffic Management
DA2019/1340 - Report - Traffic and Parking
DA2017/0739 - Traffic Engineer Referral Response

CONTEXT

This proposed development consists of 13 industrial units, a commercial/industrial building, an ancillary building and 111 parking spaces, all located at the end of Meatworks Avenue, which is a cul-de-sac which runs off the northern end of Oxford Falls Road, on which Oxford Falls Grammar School is located.

Oxford Falls Grammar School is a Kindergarten to Year 12 school with more than 1,100 students. School hours are 8.55am to 3.45pm, with extra-curricular activities both before and after school.

There are no scheduled public transport services in the area. The NSW Government provides school buses to/from the school, and there is a heavily-used parent drop-off zone in front of the school on Oxford Falls Road. This part of the road is a 40 kph School Zone. There are approximately 10 buses arriving at the school in the morning between 8.45am and 9am, and approx. 17 buses departing from the school in the afternoon between 3pm and 3.45pm.

Construction

The above reports state that construction would last 32 months, between 7am and 5pm Mon-Fri and at weekends. Largest trucks would be 8.8m MRVs.

The site clearing phase would take 2 months, with all excavated materials removed from site - ie along Oxford Falls Road and thence on Dreadnought Road. Truck activity is estimated at 30 visits/day. Since Meatworks Avenue is a cul-de-sac, this equates to 60 truck movements/day x 60 days = 360 truck movements. This equates to one truck travelling along Oxford Falls Road past the school every 10 minutes during construction hours for two months.

The construction phase would take a further 24 months, with between 5 and 8 heavy vehicle movements/day with more during concrete pours, with a maximum of 8-12 concrete trucks/day.

The fitout phase would last 6 months, with 4-6 trucks/day (up to 8.8m MRVs).

Operation

The report "DA2019/1340 - Report - Traffic and Parking" states that the projected vehicle generation of Stage 1 and Stage 2 developments during the peak traffic periods would be:-

Total vehicle movements IN in AM peak = 82

Total vehicle movements OUT in AM peak = 22

Total vehicle movements IN in PM peak = 46

Total vehicle movements OUT in PM out = 62

GROUND FOR MY OBJECTION

I find that the two traffic reports (DA2019/1340 - Report - Construction Traffic Management and DA2019/1340 - Report - Traffic and Parking) are flawed. They are both based on a traffic survey which was conducted on a single day at the traffic lights at the Wakehurst Parkway/Dreadnought Road junction. However, the bottleneck in the road system is not at that junction, but at the Oxford Falls Road/Dreadnought Road junction. No mention is made in either report of the congestion at the Oxford Falls Road/Dreadnought Road junction at school drop off/pick up times. As I stated above, there are up to 17 buses + parents' cars trying to negotiate this junction between 3pm and 3.45pm, and similar numbers in the morning. The reports don't even mention school buses.

The two traffic reports discuss "Peak hour flows" at the Wakehurst Parkway/Dreadnought Road junction. However, there is no indication as to at what time the peak hour flows occur. The traffic consultants have assumed that "peak hour" at the Wakehurst Parkway/Dreadnought Road junction coincide with the "peak hour" at the Oxford Falls Road/Dreadnought Road junction. Peak hour at the Oxford Falls Road/Dreadnought Road junction is certainly at school start and finish times, but my experience of driving my children to/from school along Wakehurst Parkway tells me that peak hour times and volumes on Wakehurst Parkway can vary considerably from one day to the next. I don't consider that a traffic survey conducted on Wakehurst Parkway on a single day provides statistically valid data from which a traffic analysis of traffic flows at the Oxford Falls Road/Dreadnought Road junction can be made.

The part of Oxford Falls Road outside the school is a 40 kph School Zone. This speed limit is currently largely ignored by trucks accessing the Building Waste Management Facility. With the number of additional vehicle movements during both construction and operation of the proposal, it is only a matter of time before a child is hit by a heavy vehicle.

I would like to refer you to report DA2017/0739 - Traffic Engineer Referral Response, which is Northern Beaches Council's Traffic Engineer Referral Response to the previous DA for this site. In this report, the Officer states "The site is located in close proximity of the Oxford Falls

Grammar School and any increase in number of trucks travelling on Dreadnought Road during the school's AM and PM peak hours "8am-9.30am and 2.30pm-4pm Monday to Friday" will have a significant adverse impact on the school and is not supported."

I consider that the current proposal would also have a significant adverse impact on the school and on the surrounding local road network, and on these grounds I lodge my objection to this proposal.

FOOTNOTE

At the southern end of Meatworks Avenue, it is only approx. 60 metres through bush to Wakehurst Parkway at its junction with the north-westerly part of Oxford Falls Road. As an effective means of mitigating the significant adverse impacts mentioned above, serious consideration should be given to providing access to the proposal site via a new junction on Wakehurst Parkway.